In the claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Canceled)

2. (Canceled)

3. (Canceled)

5. (Canceled)

6. (Canceled)

7. (Canceled)

8. (Canceled)

9. (Canceled)

10. (Canceled)

11. (Canceled)

12. (Canceled)

13. (Canceled)

14. (Canceled)

15. (Canceled)

16. (Canceled)

17. (Canceled)

18. (Canceled)

19. (Canceled)

20. (Canceled)

21. (Canceled)

22. (Currently Amended) An engine control system, comprising:

a cowl having a cavity which is disposable at least partially around an engine;

an opening formed through a portion of said cowl;

an air passage within said cavity, said opening being an inlet of said air passage; ~~and~~

an air flow control mechanism disposed in flow control relation with said air passage, said air flow control mechanism comprising a rotatable valve plate, said air flow control mechanism being configured to be movable between a first position and a second position to affect the magnitude of air flowing through said air passage, said air passage extending within said cavity between said inlet of said air passage and an outlet of said air ~~passage.~~ passage; and

an engine disposed within said cavity formed by said cowl, said engine having a throttle body structure.

23. (Canceled)

24. (Previously Presented) The engine control system of claim 22, further comprising:

an intake conduit of said engine disposed in fluid communication with said throttle body structure of said engine.

25. (Previously Presented) The engine control system of claim 24, wherein:

said air passage is a fluid connection between said opening and said throttle body structure.

26. (Canceled)

27. (Original) The engine control system of claim 25, wherein:

said air flow control mechanism comprises a rotatable air deflection device.

28. (Original) The engine control system of claim 25, wherein:

said air flow control mechanism is disposed proximate said opening.

29. (Original) The engine control system of claim 25, wherein:

said inlet and outlet of said air passage are both defined by the structure of the cowl.

30. (Original) The engine control system of claim 22, wherein:

a propulsion control module connected in signal communication with said air flow control mechanism to cause said air flow control mechanism to move between said first position and said second position to affect the magnitude of air flowing through said air passage as a function of an operating characteristic of said engine.

31. (Previously Presented) The engine control system of claim 22, wherein:

said engine is connected in torque transmitting relation with an outboard motor.